

Picture of the Month



Arnie Quast snapped this picture of an Airbus 320 at O'Hare with his iPhone one night after he finished a trip. It was taken from the United Airlines employee bus stop underneath concourse C.

Memories of the 727

By Captain Jeff Hill, Sr., TWA
1964-1997

This spiral bound, 58 page illustrated booklet first turned up in my company mailbox in the spring of 1964. At the time, it was of only passing interest; I wouldn't fly the Seven Two for nearly ten more years (by which time it had become the backbone of our domestic fleet) and I spent the next twelve years flying it out of Chicago (ORD).

There was no doubt you were flying a Boeing. It had that same 'Mack truck feel' about it as the 707, but also like the 707, it was as sound and reliable as a U. S. Dollar (in 1964). The cockpit and fuselage cross section was the same as the 707 but that is where the similarity ended. Our first 727s, the dash 100s (the little three-holer) grossed out at about 2/3 less than a 707-100 but had only about 1/3



less total thrust. Therefore, it was a little rocket by comparison! The Seven Two had four main gear wheels as opposed to the Seven Oh's eight. The 707's wings and fuselages were much longer. The 707 had a ventral (bottom) fin with a replaceable hard wood 'skid' to prevent over rotation, whereas the 727 had a tail skid that extended and retracted with the landing gear. The 727 did not have the 'spear' atop the

Continued on page 2.

Editor's Note

We are fast approaching the end of another year, daylight is in short supply and as soon as shopping season is done with, snow season will be right around the corner! We might all be a little bit "over gross" after Thanksgiving but most of our airplanes can still handle the extra pounds (maybe not the ultralights!).

There are numerous challenges conspiring to keep us on the ground in the winter months but are they truly good reasons not to fly?

If Holiday shopping is taking up all your free time why not try cyber-gift-buying to get it done quickly. Or, if you are bored with shopping locally fly somewhere different to find some unique gifts for friends and family.

VFR night flying is a lot of fun and on a clear day you can see the lights of the city for miles - I like it as much as flying in daylight.

As for so called bad weather, an old friend of mine once told me "there is no wrong weather, only the wrong clothes!" He was German so he said it in a funny accent which was naturally hilarious, but he was also very wise.

We are lucky to live in an area of the country where we have an abundance of excellent flying days during the coldest months. Frigid it may well be, but once you are in the plane you forget all about those blocks of ice on the end of your arms and you do eventually get the feeling back in your feet.

The wonderful staff at Galt are happy to shovel snow off the runway, turn up the heat in your hangar before you leave home and keep the coffee hot, so you might as well go fly.

Beth Rehm, Editor

Continued from page 1.

vertical stabilizer, the HF radio antenna that the international 707s sported.

The biggest difference in the 727 was it's wing. Boeing wanted to deliver a (relatively) 'short field' airplane which called for many 'high lift device' improvements, resulting in a wing with about as many moving parts as Rubik's cube. Leading edge (LE) devices consisted of four L.E. flaps on the outboard, or 'skinny' part of each wing and three L.E. slats on the inboard, or 'fat' part of each wing. These not only increased lift but also caused the whole wing to stall at about the same speed so as to prevent the violent pitch up characteristic of most swept wing aircraft. The L.E. devices deployed automatically with the extension of the trailing edge (TE) flaps which were massive triple slotted fowler types that significantly increased the wing area and camber increasing takeoff performance at initial settings and landing performance, and a lot of drag, when fully extended. There were both inboard and outboard ailerons and the outboards were locked out unless flaps were extended. In cruise, the inboard ailerons, in conjunction with the flight spoilers (up on the down wing in a bank) provided excellent roll control with practically no adverse yaw. There were five flight spoilers on each wing and two ground spoilers. All spoilers were fully deployed on touch down, killing virtually all lift, placing the aircraft's



The Boeing 727 wing with more moving parts than a Rubik's cube!

weight on the landing gear for effective braking. It was quite a shock the first time passengers seated aft of the wing saw that they could see the ground through the middle of the wing when both flaps and spoilers were fully deployed!

Most airplanes have an 'Achilles heel' and the 727 was no exception. The Seven Two had a violent Dutch Roll characteristic. For this reason, there were two rudders with yaw dampers completely independent of each other. The yaw dampers were both required for dispatch and drastic speed and altitude reductions applied if even only one should fail. The flight handbook warned that, "At high altitudes and cruise mach numbers, the Dutch Roll characteristics of the 727, without the yaw dampers, is undamped and divergent. If not corrected it will deteriorate into a complete loss of control." (For a good explanation and demonstration of Dutch Roll see:

www.wikipedia.com and search for 'Dutch Roll'.)

As with so many great designs, the manufacturer decided to 'stretch' it. They added 22,000 lbs. with practically no increase in 'horse power', which caused one fellow I overheard to say, "She's shore purdy, but she don't fly so good." And, our little sport car then became known as Miss Piggy.

The wags gave each ship a 'piggy' name, it was usually hidden behind the buttons on the control yokes. There was, for example: Pigadilly, Sows about it?, Lard sakes!, Trough aloft, Pig o' my heart, Star of Beiroot (the one that was hijacked to Lebanon), Auld Lang Swine, San Juan Sow, Queen of the Sty and on, and on...

After all's said in done, the 727 was a remarkable machine that served it's operators well for many years. Boeing built almost two thousand 727s between 1963 and 1984 and as of mid-2011 there were still at least 250 in service. SOOIE!

Boeing 727-100 and -200 compared

	<u>727-100</u>	<u>727-200</u>
Length	133 feet	153 feet
Wing Span	108 feet	108 feet
Range	2700 nm	3165 nm
# Pax	131 - 149	145 - 189
Max. gross wt.	152,000 lbs	174,000 lbs

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

Beyond Mackinac

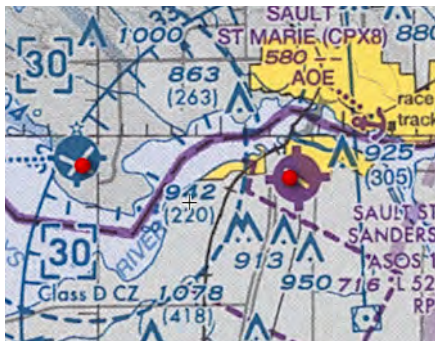
By Captain Eric Rehm, CFII

This past September my wife Beth and I flew what has become our annual pilgrimage to Mackinac Island. I know I have written in GT about this before so don't worry, I won't bore you with those details again.

However, this time we made a couple of detours during our stay and I thought I would pass on our experiences just in case anyone is looking for a fun place to fly to.

While staying on the island we decided to make a day trip up to Sault Ste. Marie, in the upper peninsula of Michigan. The town is right on the US-Canadian border and there are two airports very close by serving both countries. Sanderson (ANJ) is on the American side and CYAM is on the Canadian side in the province of Ontario. We opted to fly into to ANJ.

The distance between Mackinac Island (MCD) and ANJ is only 39 miles and in our rented Arrow it only took us 20 minutes to get there, beating the drive time according to Google maps by 40 minutes. ANJ is an uncontrolled field that has a 5234'x100' runway that is nicely paved.



The sectional illustrates how close ANJ is to the Canadian border as well as CYAM class D airspace.

Landing there, however, can be a bit tricky as there is about one mile



The 690 foot Herbert C. Jackson self-unloader was built in 1959 and carries grain, coal, stone and iron ore. Photograph by Beth Rehm.

separating ANJ from CYAM's Class D airspace to the west and the Canadian border lies just one mile to the north.

We were running late and I didn't want to bother with calling the tower so I kept a *real* tight base to final for runway 14 and didn't bust any airspace. (Yes, Beth actually let me fly a couple of legs this trip). If you are uncomfortable with tight approaches or if there happens to be a lot of traffic in the area, I would call CYAM tower and coordinate.

The reason for our visit, besides being another excuse to fly somewhere was to visit the Soo Locks. The locks are a set of four parallel locks that allow ships to travel between Lake Huron and Lake Superior via the St. Mary's River. The locks are necessary as they bypass the St. Mary's rapids which fall 21 feet and make navigation for large ships impossible.

The local taxi service picked us up and dropped us at the Sault Ste. Marie visitors center. There we were able to watch super freighters traversing the United States locks. It

really is quite impressive to look down on these massive ships and see them maneuver into and out of such a tight space.

From there we walked about a mile to Dock #2 where we bought tickets to go on a Soo Locks boat tour. While we waited for the next tour boat we visited the Valley Camp Museum, a retired Great Lakes iron ore freighter. Both Beth and I thought the highlight of the trip was touring the Valley Camp. They let you roam all over the ship. We got to see the bridge, crew quarters, kitchen, engine room as well as the cavernous holds below. The holds are now empty of iron ore which has been replaced with a lot of neat exhibits including an Edmund Fitzgerald display which includes two of its wrecked life boats. (The Edmund Fitzgerald was the ill-fated freighter, made famous by the Gordon Lightfoot song, that sunk with all her crew near White Fish Bay in Lake Superior on November 10, 1975). Although a bit out of date, the Valley Camp gives you a real sense of what it must be like living and sailing

Continued on page 4.

Continued from page 3.



Eric on the deck of the Valley Camp Museum. Photograph by Beth Rehm.

on the huge ships.

A visit to Sault Ste. Marie is not complete until you go on a Soo Locks boat tour so that is how we finished our outing. The tour takes you through the American locks first down the river past the Canadian steel mill and then through the sole Canadian lock.

The tour really gives you a sense of size perspective. From the visitors center where we were earlier in the day, the locks look quite tiny when they are filled with a super freighter. Conversely they seem immense when you are inside of them in an average size tour boat. We also motored really close to some of the freighters once out of the locks and on the St. Mary's River. Again, you really get a sense of the enormity of these freighters.

Sault Ste. Marie is a bit off the beaten track even by Michigan standards but if you are in the area, it's worth a visit.

Coming home we decided to stop in Kalamazoo Michigan and visit the Air Zoo which is located at the Kalamazoo airport (AZO). The Air Zoo is a kind of hybrid aviation museum with lots of aircraft and

spacecraft plus amusement rides, full motion flight simulators and a 3D/4D theater. You can find it on the web at www.airzoo.org.

AZO is just a little more than an hour flight in a general aviation airplane from Galt and a scenic flight as well if you fly along the Lake Michigan shoreline. The airport has a TRSA so make sure you give the approach controllers a call inbound but other than that landing there holds no surprises. When you land tell the ground controller you are going to the Air Zoo and they will direct you to the Air Zoo ramp area. Parking is free and you just walk in to the annex building. The staff are still working on this part of the museum but it still holds a bunch of aircraft and other exhibits like the engine from a B-36. The main building is a short five minute walk from the annex by a Frisbee golf course.



The Grumman G-73 Mallard; one of the many wonderful airplanes on display at the Kalamazoo Air Zoo but this one was Eric's favorite.

The main museum is really well done from the huge mural that spans the entire main hall, to the lighting and layout. It is really first class. With the addition of simulator rides and the movie theater, the Air Zoo can be fun for everyone of all ages, not just us crusty old aviation buffs.

In fact, I kept thinking my two young nieces and my seventy nine year old mother-in-law would really enjoy themselves there. The staff are

very friendly and eager to answer questions and the aircraft are varied and of course pristine. Admission is only \$15 and gives you access to all the exhibits, rides and movies although there are different packages that are as cheap as \$8. There is also a cafe upstairs which serves a burgers and fries type fare and gives you a nice view of the main hangar.

Beth and I spent about 3 hours wandering around and we didn't even go on the rides or see much of the annex building. We had a great time in the space section where Beth sat in a Mercury space capsule and a cockpit procedures trainer of a F-106 Delta Dart. I drooled over what I thought was the coolest plane on display, a Grumman Mallard.

If you are tired of flying around the Chicago area and looking for somewhere to go (I'm talking to you Dave), the Air Zoo is a great

destination. The flight is just the right distance for a day trip, not too long, not too short and everything is right there at the airport.

I highly recommend it.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

As expected, the sale of the airport seems to be moving closer each day. Friday, November 30th was the realtors "call for offers." Basically, any interested party was expected to make an offer or, at the very least, express their interest in purchasing Galt. Once the realtor has the names of all interested parties, they will review the numbers and start moving forward with negotiations.

I expect to have a pretty good handle on how this is going to shake out within the next month or so. If anything transpires in the near future, I will send out a mass email to let you all know.

I spent the last couple of days getting the snowplow and truck prepped and ready for winter. Yuck. As much as I hate to admit it, it's time to start thinking about moving snow again.

As always, we'll do everything we can to get Galt cleared and open for flying as soon as possible. I still have a Galt Airport Twitter account and will be using it again this year to issue local NOTAM's pertaining to our progress with snow removal. If you haven't already, sign up for an account and check it out... it seemed to work quite well last year.

If you have specific requests for snow removal, please let me know (especially the folks flying on skis). We'll do whatever we can to accommodate your needs. Also, if you need your airplane plugged in, or heater turned on give us a call, we'll be happy to do that for you so you don't have to drive out.

Finally, our holiday party will be

on Saturday, December 15th at 6 pm.

Mike Evans and I have decided to start a new tradition this year. We will be grilling, slow cooking, and smoking a tapas menu for everyone to enjoy. We will make sure to include vegetarian items as well for those of you that don't enjoy tasty, delicious meat.

We will provide the food and wine, and if you guys want to bring some dessert, we wouldn't turn it down! We're excited to try something new this year and hope you call all make it.

We look forward to seeing you there!

Flight School News

Congratulations to **Lori Bettendorf** on her first solo! Lori is learning to fly with Chief Flight Instructor, **Justin Cleland**, CFII.



Scan this QR code with your smartphone to enjoy Galt Airport's brand new promotional video!



Click [here](#) if you don't have a smartphone.

NOW OPEN!

The General Store



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

Dan Johnson came into the maintenance shop to purchase something for his new Pacer on floats. He asked Brian "How much will one cost?" Brian looked up the price and said "\$15." Dan then asked Brian how much twelve would cost. "\$30" replied Brian. Dan thought for a moment and then said "What if I bought two hundred, how much would that be?" "That would cost you \$45," was Brian's response.

So the question is, what was Dan buying for his airplane?

If you think you know the answer, send an email to Brian at maintenance@galtairport.com. The winner will be randomly selected from all the answers received and will win a JB Aviation winter hat.

Answer to the November Puzzle

Last month Brian needed your



help to identify the eight different antennas on an airplane. Here are the answers;

1. DME
2. NAV
3. Marker Beacon
4. COM
5. ADF
6. ELT

7. Transponder
8. GPS
9. Marker Beacon (again)

Nobody got all of them correct, but two people came close with only one wrong answer. **Jeff Skiba** won the random coin toss to receive the prize. Congratulations Jeff!

Galt Traffic Classifieds



PARTNERS WANTED FOR CESSNA 182Q

Looking for partners for a low time, 1977 C-182Q Skylane with no damage history based at Galt Airport (10C). N735ZH. IFR. 2639 Total Time. 91 SMOH at Poplar Grove Airmotive. Prop 205 SOH. EDM 700 engine

analyzer. Garmin 496 GPS. New bladders 2012. New leather interior and upper trim. Very nice paint. Fresh annual July 2012 at JB Aviation. Previous owner did \$50,000 plus last couple years. Sold because of lost medical. For more information please call Ed Pudlo at 847-507-6962 or Justin Cleland at 815-648-2433.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

BUY A CHAPTER 932 MUG OR T-SHIRT

We are now selling various items featuring the new chapter logo. We have EAA Chapter 932 coffee mugs for \$8.50 each and t-shirts for \$20. Other items such as baseball caps will be available soon. If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know. You can buy the mugs and shirts at chapter meetings or any time you see me at the airport!

If you want to reserve an item just send me an email at editor@eaa932.org.

EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

Even though my turkey hangover is wearing off, it's not too late to give thanks. This month I would like to take the opportunity to thank three people who have made significant contributions to EAA Chapter 932.

First, I would like to thank Chapter member Dean Marcott. Dean, I have to imagine, has been one of the longest, if not the longest, serving chapter treasurers. He has served the chapter very well in this regard and has helped ensure its continued financial well-being. He has performed this duty diligently and entirely without recompense. Dean has served solely out of dedication and interest in our chapter. For his longstanding service we owe him a great debt of gratitude.

Relatedly, I would like to welcome and thank Jean Forni for volunteering to fill Dean's shoes. At the last general meeting Jean was elected the new chapter treasurer. Jean brings with her unparalleled energy and enthusiasm, and conveniently, an accounting background that will no doubt allow the chapter to operate as smoothly and responsibly as it did in Dean's stead. Jean has previously volunteered for a variety of events such as Young Eagles rallies and also played a central role in organizing last year's Barnstormer's Fly In. Jean's dedication and energy, matched by her attention to detail will make her a great treasurer and we are lucky to have her.

Lastly, I would also like to thank Larry Schubert for putting on a wonderful presentation at last

month's meeting. Larry made a multimedia presentation documenting his experiences flying to Mackinac Island, Michigan. He outlined the route and procedures for flying in and out of the Island, as well as what happens while there. Those in attendance enjoyed learning from Larry's experience, as well as his happy, easy-going demeanor, which made for a very enjoyable presentation. It was a treat to have such a unique opportunity to learn from a seasoned aviator like Larry.

As I always say, the best part of Chapter 932 is the people. Dean, Jean and Larry exemplify the broad range of experience and interesting backgrounds that make our chapter great.

New EAA SportAir Workshops Leaders Named

EAA announced recently the promotion of EAA staffers Jennifer Bork and Lucas Hartwig to lead the EAA SportAir Workshops as the new program model is rolled out for 2013. Bork has accepted the position of SportAir Workshops Coordinator and Hartwig, Workshop Logistics Coordinator.

Bork joined EAA seven years ago and has worked closely with the homebuilt community on the workshop program as well as the EAA Technical Counselor and Flight Advisor programs, EAA Webinars, and more. She also served as safety programs administrator and worked in the builders' education center during AirVenture.

Hartwig joined EAA in March 2012 as a membership services representative and has been active in several projects, including the Auto Pilot member renewal program and

SportAir Workshops. He will provide logistical support around the country as the new program model is established.

"Along with their past experience in working with the homebuilt community, both Jennifer and Lucas have also been active in our staff Zenith STOL CH 750 E-LSA building project," said Chad Jensen, EAA communities manager and homebuilders community manager. "We're very excited for them to start in their new roles."

EAA Spirit of the Holidays Online Auction

At the 2012 EAA "Spirit of the Holidays" Online Auction you can bid on a unique collection of aviation items that includes autographed memorabilia, special privileges at AirVenture Oshkosh 2013, unforgettable flight experiences, and more! Best of all, when you place a winning bid, you'll be giving back to the community. That's because revenue generated from the auction directly supports EAA programs that strengthen and grow participation in aviation. Let the bidding begin!
<https://www.biddingforgood.com/auction/item/Browse.action?grouping=ALL&auctionId=183461293>

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: November 10, 2012

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:14 a.m.

Beth R., Mike E., Dean M., Larry S., Patrick H., Bill M., Tom H., Jean F., Eric R., Ed M., Ralph G., Esther M., Jeff H., Dave S., Walt W., John R., Ron W and guests Dave H. and Stephanie G.

2. VOTING ITEMS

- Approval of Agenda – Motioned by Larry, Seconded by Ralph, all voted in favor.
- Secretary's Report – Approval of October 2012 Minutes - Motioned by Patrick, Larry seconded, passed with no objections.
- Treasurer's Report – Approval of September 2012 Financial Report - Motioned by Patrick, seconded by Mike, passed with no objections.
- Treasurer's Report – Approval of October 2012 Financial Report - Motioned by Ed, seconded by Patrick, passed with no objections.

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Justin has been speaking with John Theriault about taking over aviation club leadership duties. John is a retired school teacher and is interested in becoming the new aviation club coordinator. Beth will follow up with John.

4. COMMITTEE REPORTS

- Aviation Club – Dean: Nothing new to report regarding model building.
- Young Eagles – Esther: Working with Blackhawk Council and Girl Scouts council to see what sort of information they will require of pilots to allow scouts to fly. Concerns over providing social security numbers and other identifying information. Pilots are already donating their time and money and shouldn't have to give up their personal info. Considering putting up signs on roadways promoting free airplane rides for kids.
- New Membership – No new members.

5. OLD BUSINESS

- Online Survey – Jean has a preliminary survey that we plan to send to the membership in January.
- Web Page Editor – Patrick volunteered to handle our website. Thanks, Patrick!
- Grant purchases – Covered previously.

6. NEW BUSINESS

- Dean mentioned that there are quite a few hamburgers in the freezer that may spoil over the winter. Members voted to donate the unused meat to a food pantry. Jean Forni volunteered to coordinate.
- Larry Schubert introduced his long lost friend Dave Hill to the chapter. He has been looking for an airport home, and we are happy to welcome him as a member of the Galt Airport family. Beth also introduced Stephanie Gonzales, Raphael's daughter. Thanks to Stephanie for volunteering to help with our murder mystery party.
- Chapter logo mugs are still for sale, \$8.50 each. T-shirts with the chapter logo on the front and GWOS poster on the back will be ordered this week. Let Beth know if you are interested in purchasing either of these.

ADJOURNMENT: Larry motioned, Ralph seconded, meeting adjourned 10:46 AM.

SPECIAL PRESENTATION

- Larry Schubert - *Flying to Mackinac Island*



Galt Airport/EAA 932 Calendar of Events

December 8 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.

December 15 Galt Airport Holiday Party, Galt Airport (10C), 6:00 p.m. in the FBO.

2013 Meeting Dates

January 12 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.

February 9 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.

March 9 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.

April 13 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.

May 11 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.

June 8 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

www.flyincalendar.com

www.fly2lunch.com

www.avweb.com/calendarevents

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live safety seminars. Most of these programs qualify for FAA Wings Credit. Search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm?FA=SS&SA=ShowForm>

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.



EAA Chapter 932 Officers and Contacts

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Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.70

(includes tax)

This newsletter is published monthly and distributed via email to approximately 400 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
